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SOURCE A:

SOURCE B:

1. The Czechoslovak State Railway System (CSD) has a network totaling approximately 14,600 kilometers of railway lines. The network forfeited to the USSR in Ruthenia totaled about 600 kilometers.
2. None of the CSD system has been converted to the Soviet broad gauge of 1,524 mm.
3. Electrification of rail lines is about at the 1939 level. A shortage of electric power must be overcome before electrification can proceed.
4. The most important lines in Czechoslovakia are:
  - (a) Pilsen - Prague - Kolin - Aska Trebova - Olomouc - Prerov - Hranice - Svinov Vitkovice - Bohumin - Zilina - Poprad - Kosice;
  - (b) Cheb - Karlovy Vary - Chomutov - Most - Usti nad Labem - Podmokly - (to Dresden);
  - (c) Prague - Podmokly - (To Dresden);
  - (d) Prague - Mlada Bolislav - Broumov - (to Poland);
  - (e) Prague - Benesov - Tabor - Mezimosti - Horni Dvoriste - (or Ceske Velence);

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- (f) Prague - Ceska Trebova - Svitavy - Brno - Breclav - Prerov (or Bratislava);
- (g) Bratislava - Prerov - Bohumin (for freight);
- (h) Bratislava - Zilina - Bohumin (for passengers).

The first two are the most important for Soviet-interest traffic. No freight traffic and only one military passenger train daily goes from Czechoslovakia via Poland to the USSR.

5. From Cheb to Pilsen on an express train requires 57 minutes, and to Cop (Chop, USSR), an express train run requires 24 hours. The eastbound train usually runs on time and the westbound train usually runs two to three hours late. As far as I can recall the schedule as operated in 1951 was as follows:

<u>Train No</u>	<u>Depart Cheb</u>	<u>Arrive Cop</u>
LS-5102	5:45	5:45 (app)
LS-5103	5:45 (app)	6:15

On this schedule, locomotives are changed at Prague and Bohumin in the western part of the country; I do not know the locomotive changing stations in Slovakia.

6. Several of the factors governing capacity of the lines of western Bohemia are outlined in three volumes of Supplements /See ID EUCOM Report No R-P 193-51/ to the CSD Traffic Regulations, and pertain only to the Pilsen and Usti nad Labem operating divisions, southwest and northwest, respectively of Prague. The actual traffic on these lines is somewhat less than the maximum traffic capacity. The difference can be seen in the operating timetable manuals; most normal schedules listed in a Buchfahrplan are usually run. The "on demand" schedules, are run only when required. The sum total of these demand trains represents the difference between the normal traffic and maximum traffic capacity.

7. Normal traffic between Cheb and Pilsen in 1951 amounted to about:

- 11 regular freight trains, each way
- 2 or 3 irregular freight trains, each way
- 12 passenger and express trains, each way

26-plus trains per day, each way

between Cheb and Chomutov

- 14 regular freight trains, each way
- 2 irregular freight trains, each way
- ? passenger trains, each way

16-plus trains per day, each way

8. General commodity traffic is hauled on nearly all CSD lines. There are no main lines devoted exclusively to special types of traffic. In autumn, culminating in October, most lines in Bohemia and Moravia have extremely heavy traffic in potatoes, sugar beets and coal.

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